



We're different!

AN INSIGHT INTO THE PECULIARITIES OF INCIDENTS IN
HUMANITARIAN AVIATION

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What we do?

Become involved when an incident occurs

Provide advice

Report

- Comment on repairs/issues arising

Communicate and liaise with the groups involved e.g.

- Operator
- Airport
- Authorities
- Third Parties

Where do I fit into this?



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Objective

Share lessons learned from some Incidents and Accidents that we have been involved in , focusing on differences between commercial scheduled operations vs ad-hoc, charter type operations



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Types of incidents

- FOD
- Ground impact to airframe/engine
- Weather
- Heavy landing
- Runway excursions
- Collisions



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Runways

NAV LITE/STROBELITE CABLE
BROKEN

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Before the flight

Aid provider -> Operator -> Agent -> Owner/operator of the aircraft

Special approval

Cargo

GNA- Conflicting political regimes- Libyan National Army

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On the day

- Flight 1- 1730 scheduled / 1925 actual
- Flight 2- 1800 scheduled / 1740 actual

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En-route

Lack of fuel for refuelling

Alternate airport- Tobruk

Diversion

- Tobruk closed
- Permitted airports- Mitiga, Zwari, Labraq, Benghazi



Post landing

Military airfield under Libyan National Army

Unloading

Fuel

Crew rest

Air strike



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Lessons learned



Short term
planning



Geography



Crewing



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Short term planning

Knowledge of fuel availability at Al Abraq

Lack of alternate aerodromes

Knowledge of high risks of military airports



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Geography

- Alternate airfields
- Military risks
- Availability of fuel and other handling
- CAA approvals
- Flying aids



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Crewing

- Variable terms of employment
- Security concerns
- Additional pressures to complete the mission
- Procedural differences/expectations
- Variable crew experience



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Summary



Not all flying is the same



Inherent additional risks



Uncertainties of crewing, geography and scheduling



How do we minimize these risks?



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Thank you!

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